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BALTIMORE & OHIO R. R. CO.

October 3rd, 1886.

Railroad Time Card

WEST BOUND.

Lv. Baltimore	*9 00am	*7 20am	*9 00pm	
Washington	10 60 "	8 40 "	10 10 "	
Pittsburgh	2 45pm	7 00pm	6 00am	†7 45am
Wheeling	7 20 "	9 55 "	8 50 "	3 25pm
Bellaire	8 02 "	10 32 "	9 35 "	4 05 "
Cambridge	9 30 "	12 24am	11 23 "	6 20 "
Zanesville	10 15 "	1 16 "	12 23pm	†6 00am
Newark	11 05 "	2 10 "	1 40 "	6 50 "
Ar. Columbus	11 55 "	*3 10 "	2 40 "	8 05 "
Cincinnati		7 30 "	6 50 "	12 20pm
Louisville		12 35pm	6 20am	6 30 "
St. Louis		6 40 "	7 45 "	
Mt. Vernon	11 45pm	4 27am	2 36pm	†9 04am
Mansfield	12 46am	5 55 "	4 02 "	10 15 "
Shelby Jc.	1 07 "	6 22 "	4 27 "	10 41 "
Monroeville		8 22 "	5 47 "	11 37 "
Sandusky		8 55 "	6 35 "	12 15pm
Tiffin	2 12am	8 02 "	6 59 "	
Fostoria	2 31 "	8 26 "	7 28 "	
Deshler	3 11 "	9 15 "	8 33 "	
Defiance	3 48 "	10 05 "	9 39 "	
Auburn	4 44 "	11 30 "	11 08 "	*2 10
Avilla		12 08pm	11 35 "	2 40
Milford Jc.		1 17 "	12 49am	3 41
Walkerton		2 24 "	2 21 "	4 46
Wellsboro	6 57 "	2 55 "	3 00 "	5 14
A Chicago	8 55am	5 25pm	5 40am	7 30

Sandusky Accomodation leaves Columbus 7.00 a. m., Newark 8, 15 a. m.

EAST BOUND.

Lv. Chicago	*5 15pm	10 05pm	†8 10am	*8 45pm
Wellsboro	7 07 "	12 12am	10 33 "	10 56 "
Walkerton	7 29 "	12 40 "	11 03 "	11 23 "
Milford Jc		1 43 "	12 08pm	12 27am
Avilla		2 40 "	1 13 "	1 30 "
Auburn	9 28 "	3 00 "	1 48 "	2 00 "
Defiance	10 20 "	4 14 "	3 05 "	
Deshler	10 58 "	5 05 "	4 05 "	
Fostoria	11 29 "	5 53 "	5 10 "	
Tiffin	11 59 "	6 50 "	5 42 "	
Sandusky		7 25 "	6 25 "	†2 00pm
Monroeville		8 22 "	7 26 "	2 32 "
Shelby Jc.	1 07 "	9 35 "	8 36 "	3 34 "
Mansfield	1 28 "	10 15 "	9 05 "	4 07 "
Mt. Vernon	2 26 "	11 36 "	10 16 "	5 29 "
St. Louis		8 00pm	8 00am	11 67 "
Louisville			2 25pm	
Cincinnati		7 45am	7 15pm	
Columbus	2 00am	11 40 "	11 05 "	†5 00pm
Newark	3 15 "	12 55pm	12 10am	6 40am
Zanesville	3 59 "	1 58 "	12 54 "	6 10 "
Cambridge	4 43 "	3 00 "	1 40 "	6 56 "
Bellaire	6 23 "	5 05 "	3 35 "	9 02 "
Wheeling	7 00 "	5 55 "	4 30 "	1 00pm
Ar. Pittsburgh	10 15 "	8 40 "	7 20 "	4 15 "
Washington	6 30 "	6 20am	6 30pm	
Baltimore	7 30 "	7 30 "	7 30 "	

*Trains run daily. †Daily except Sunday.

Sleeping Cars on all through trains between Baltimore, Washington, Chicago, Pittsburgh, Wheeling, Columbus and Cincinnati.

Additional train leaves Cambridge for Wheeling at 3 10 p. m., and Wheeling for Cambridge at 7 a. m. daily except Sunday.

C. K. LORD, Gen'l Pass. Agent, BALTIMORE, MD.
W. E. REPPERT, Div. Pass. Agent, COLUMBUS, OHI

Chicago & Atlantic Railway.

Time Table in effect November 21st, 1886.

WESTWARD.

STATIONS	No. 3 pm	No. 5 pm	No. 1 am	No 33 am
Marion	10 15	2 20	8 25	
Kenton	11 05	2 57	9 18	7 00
	am			
Lima	11 48	3 35	10 15	10 15
				pm
Decatur	1 00	4 42	11 46	2 25
			pm	
Huntington	1 55	5 32	12 50	6 15
				am
Huntington	2 05	5 37	1 05	4 45
Rochester	3 24	6 40	2 35	7 55
				pm
No. Judson	4 18		3 45	11 25
Crown Point	5 20		4 45	2 05
Hammond	5 55	8 48	5 30	4 30
Eglewood	6 27	9 19	5 59	5 49
Chicago	7 00	9 49	6 35	

EASTWARD.

STATIONS.	No 12 pm	No 8 pm	No 1 am	No 30 am
Chicago	7 45	3 55	8 30	
Englewood	8 15	4 24	9 00	4 35
Hammond	8 48	4 54	9 30	6 30
Crown Point	9 16	5 20	10 04	7 56
Koyts	9 54		10 51	9 47
No. Judson	10 20		11 24	10 54
				pm
Rochester	11 17	7 03	12 34	2 34
	am		pm	
Huntington Ar.	12 45	8 04	2 15	7 14
				am
Huntington Lv.	12 50	8 10	2 30	5 30
Decatur	1 46	9 02	3 30	8 25
				pm
Lima	3 08	10 17	5 11	1 00
Kenton	4 00	11 05	6 08	3 48
Marion Ar.	4 45	11 50	7 00	6 15

Trains run on Central Standard time.

Trains 3, 5, 8, 12, and 49 run daily, all others daily except Sunday.

Train 8 has Pullman Hotel Sleeping Car, Chicago to New York, daily, through without change.

Train 12 has Pullman Buffet Sleeping coaches to Boston and New York, daily.

Train 3 has Pullman Buffet Sleeping coaches from Boston and New York, daily.

Train 5 has Pullman Hotel Sleeper from New York to Chicago, daily.

All trains arrive at and depart from the New Dearborn Station, Chicago.

Passengers who may be going east or west, will find it to their interest to consult the agents of this company, who will give them all information in regard to rates and connections.

F. BROUGHTON, General Manager. S. W. SNOW, General Passenger Agt. Chicago.

Fall of a Great Water Tower.

In various parts of the country it has become common, in connection with local water works, to erect slender towers or stand pipes for the purpose of maintaining the required head or pressure in the distributing pipes. The common method is to erect a simple iron cylinder or stack of, say, 16 ft. diameter and a hundred feet or more in height, into which the water is pumped and held like a cistern, the lower end of the cylinder being connected with one of the water distributing mains.

The stand pipe of the Kings County Water Works, located at Sheepshead Bay, near Brooklyn, N. Y., which at 1 p. m. on October 7, 1886, suddenly collapsed and fell, while being charged with water during a preliminary trial of its strength.

This stand pipe was 250 ft. high, 16 ft. in diameter at its base and for a height of 70 ft., then tapering upward for 25 ft., and then rising 8 ft. in diameter. A very strong and substantial foundation of concrete had been constructed, 33 ft. in depth below the surface of the ground. On this the stand pipe was built, the contractor being H. S. Robinson, of Boston, Mass.

As before stated, the explosion took place at 1 p. m., when the neighbors were startled by a rumbling noise followed by a crash like that of thunder. There was a slight vibration of the earth, but it was all over in less than thirty seconds. The people thought it was an earthquake, and rushed from their houses in terror. The shock was felt in all directions within a mile or two of Sheepshead Bay. A cloud of dust was seen rising from the locality, and when it had floated away the water tower was discovered lying on the ground, with tons of steel plates scattered in every direction. Great volumes of water rolled from and around the prostrate structure, and in a few moments nineteen acres of land were submerged.

Some water had been pumped into the tower a week previous to the explosion, but the real test was not made until the day of the explosion. It was supplied from drive wells in the immediate vicinity. The large engines were set in motion at the pumping station shortly after 11 o'clock. Two hours later the great tank was nearly filled, there being 227 feet of water in it, which would make about 400,000 gallons. The pressure was then 127 pounds to the square inch. It was noticed then that the tower leaked in some places, and Mr. Robinson prepared to mount the narrow iron ladder that led to the top of the structure, and make an examination. He approached within about five feet of the tower when he heard a rumbling noise like that of a rushing train, as he expressed it, and the plates for a distance of twenty feet from the ground parted and let loose the water. Others describe it as like the explosion of a steam boiler. The volume of liquid rushed out with great force, and Mr. Robinson was caught in it. He was carried nearly fifty feet by the wave, and that saved his life. Almost in the same moment a large section of steel plate weighing a ton or more crashed down upon the spot where he had stood. Another section weighing five tons was thrown fifty feet in an opposite direction. Small pieces were tossed all around the base of the tower.

Meanwhile, the tower, supported by the wire cables alone, tottered for a moment and then fell with a crash and roar in a northeasterly direction. The heavy steel plate, bolts, and braces were broken, bent and twisted like so much paper. The rush of the water had stirred up clouds of dust, and for a time the scene was concealed from view. When Mr. Robinson recovered himself, he was floundering in three feet of muddy water. His hat, coat, pocket-book and a number of papers were gone. He struggled to his feet and waded toward a dry spot a quarter of a mile away. Though considerably bruised, he was not seriously injured. His pocket-book and clothing were found some hours later near the wreck.—Scientific American.

To Rev. A. J. Sterling and Wife of Johnstown, Pa.

Dear Uncle and Aunt: I read your letter that was in the EVANGELIST. To me it was quite consoling. Brother Voigt and I took sick last Saturday, 20th, after returning from Uniontown.

Today is the first I have been downstairs. We could not keep Voigt in bed but one day; that day he was too sick to keep up. I was in bed till Saturday with Catarrh fever and Pleurasy. Voigt had Bronchial and heart trouble. Dr. M. K. Cloud was here twice a day until Saturday. I was so sorry to miss my school, as I have not missed a day till I took sick. I told mamma I was afraid I could not go to Sabbath School and when the bell was ringing I was suffering so much and today I am housed up and can't go again, but hope, if the Lord is willing, that I will be able to go next Sunday. Oh how I do hate to miss going. We got the bell for the church yesterday. The bell weighs 617 pounds and with hangings it weighs 910 pounds we will soon be able to ring our own bell. Oh uncle, your little dog Jen comes out to see us; he comes to the door and barks to get in. Voigt runs and says there is Jen. Voigt says that Jen's papa has gone off and left him, he says my papa will be Jen's papa till uncle Andy comes back. Papa says that Jen comes in the store and comes to him and barks and then runs to the door and barks for him to come home to get a piece. He seems like a child without friends. I received a package of papers last night and judgeing from the endorsing on the paper that they were from uncle Andy. If so I send many thanks and I have read the contents of one and found them very nice and interesting. I will close for this time asking a speedy reply and hoping you are well.

STELLA C. STERLING.
Johnstown, Pa.

"Adam the godlest man of men since born," still could not be called exactly enviable, for when he tilled the ground in the dewy twilight and caught a sharp touch of rheumatism, he had no Salvation Oil for his cure, and no twenty-five cents to try it.

THE INVESTIGATOR.

VOL. I. ASHLAND, OHIO, JANUARY, 1887. No. 1.

We have felt for some time that many of the readers of the EVANGELIST dislike the discussion of doctrinal and church polity question in the paper, and have been repeatedly requested to keep manuscript of that character from our columns. This we have cheerfully endeavored to do of late, and we think it good to continue this course.

But on the other hand we also know that many of our valued contributors desire to present their views on some of the controverted subjects that have been before our readers in the past, and possibly there are new questions in store for investigation that others would wish to present. Besides these facts, we have on hand a large amount of valuable manuscript which under the present arrangement will have to lie dormant, unless some provision is made to accomodate the controversial class of writers and readers of our brotherhood.

For the foregoing and other reasons, we shall issue, beginning with the New Year, a 32-page monthly pamphlet from this office to be entitled, THE INVESTIGATOR, and all who wish to prosecute or enter into the investigation of any subject pertaining to the Christian religion shall have a fair and reasonable opportunity with the express understanding that all will be done in a Christian spirit, avoiding all personalities and language unbecoming a Christian.

We shall reserve the right to close the discussion on any subject, when in our judgement each side has been fairly presented. We will also reserve the right to reject any article that we may deem improper or that in our opinion may injure the cause, we all feel in honor bound to protect and advance.

The pages will be numbered in order so that the issues of each year can be bound in a handsome volume, making 384 pages.

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No. 56. 160 acres, three miles from Wilsey, ten acres under cultivation; a good location, will make a fine home. Price $11 per acre; terms easy.

No. 60. 640 acres four miles from a good station, unimproved; price $6.50 per acre; terms easy.

No. 50. 80 acres four miles from Wilsey, thirty acres under cultivation, some hedge, bearing apple orchard, small house. Price $1,100.00

No. 17. 160 acres, 3½ miles from Wilsey, and 10 miles from Council Grove, 70 acres under cultivation, 320 rds. of hedge fence, some wire fence, a good bearing apple orchard with some other fruit, two good wells, granary, corn crib, Kans. stable, dretty good house; terms $2000.00; would like half cash, balance on good time.

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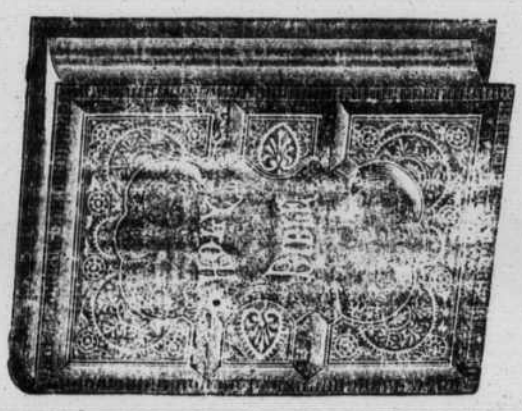

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The Pittsburg & Lake Erie R. R.

On and after Nov. 21st, 1886, trains will run as follows; Central Time.

WESTWARD.

Lv Pittsburgh	5.45a m	*1 10 p m
" Newcastle	7.55 "	3 05 "
" Youngstown	8*25 "	3.40 "
Ar Ashland	12 06 p m	8.05 "
" Mansfield	12.56 "	8.41 "

EASTWARD.

Lv Mansfield	*6.13 a m	*1.34 p m
" Ashland	6.44 "	2.17 "
" Youngstown	10.55 "	5.40 "
Ar Newcastle	11.20 "	6.10 "
" Pittsburgh	1.30 p m	8.00 "

*Daily

A. D. SMITH, Gen'l Pass. Agt.

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